

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1924

EXTRACT ✓

REPORT UPON THE CONSTRUCTION AND
MAINTENANCE OF ROADS, BRIDGES,
AND TRAILS, ALASKA

BOARD OF ROAD COMMISSIONERS
FOR ALASKA



WASHINGTON
GOVERNMENT PRINTING OFFICE
1925

TRAFFIC CENSUS

District	Route No.	Station	Period 1923	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
ANCHORAGE									
Archangel Extension	35A	Fishhook	Jan-Jun	805	---	6	20	37	355
Willow Creek Extension	35D	.....	Jan-Jun	245	1	1	5	---	32
Wasilla-Fishhook	35E	Wasilla	Jan-Dec	2546	792	334	723	---	927
Wasilla-Knik	35F	Wasilla	Jan-Jun	750	91	182	---	262	30
Wasilla-Finger Lake-Palmer	35H	.....	Jan-Jun	881	2	273	270	---	64
Matanuska Trunk Road	35K	U. S. Exp. Station	Jan-Apr	479	---	447	---	---	---
Houston-Willow Creek	35N	Houston	Jan-Mar	353	---	---	200	---	263
Talkeetna-Cache Creek	51	Moose Creek	Jan-Dec	1459	3	137	596	302	476
FAIRBANKS									
Fairbanks-Chitina	.....	Gulkana	Feb	29	4*	---	21	---	27
Dunbar-Ft. Gibbon	5A	Richardson	May-Dec	1488	813	30	3	11	357½
Fairbanks-Chena Hot Springs Trail	7J	Hot Springs	Jan-Apr	528	---	---	131	---	33
Chatanika-Circle	16	Colorado Roadhouse	Jan-Jun	182	---	---	75	---	50½
.....	.....	.....	Aug-Dec	78	---	---	31	---	17
.....	.....	12 Mile Roadhouse	Jan-Apr	159	---	---	113	26	26
.....	.....	.....	Nov-Dec	58	---	---	51	---	9½
Ruby-Poorman	38A	Ruby	Jan	58	---	---	29	---	42
Kobi-Eureka	46	Knight's Roadhouse	Jan-Mar	420	---	---	432	---	175½
Nenana-Knights Roadhouse	.....	Knight' Roadhouse	Jan	66	---	---	57	3	---
Kobi-Diamond	46	Toklat	Nov-Dec	139	---	---	82	---	4½
Kobi-McGrath Trail	46E	Diamond Roadhouse	Jan-Apr	618	---	---	---	454	523
Govt. R. R.-Valdez Creek	76	Carlson Roadhouse	Mar-May	218	---	---	86	---	16
Salcha Ferry	.....	Mile 330, Richardson Highway	Jan-Dec	1373	737	10	---	26	215½
NOME									
Nome-Council	8	Nome	June-Sept	468	453	---	---	---	102
Nome-Bessie	13A	Nome	June-Sept	8400	2625	---	---	---	638
Bessie-Banner	13B	Nome	Jul-Sept	480	460	---	---	---	276
Bessie-Little Creek	13C	Nome	Jul-Sept	1748	368	---	---	---	460
Nome-Osborne	13F	Nome	Jul-Sept	375	273	---	---	---	92
Grass Gulch	13G	Nome	Jul-Sept	150	50	---	---	---	50
Nome River Extension	13I	Nome	Jul-Sept	368	184	---	---	---	15
Bessie Buster	13K	Dexter R. H.	Jan-Dec	944	315	39	87	---	20½
.....	.....	Nome	Jul-Sept	460	460	---	---	---	184
Kourgarok	.....	U. S. Roadhouse	Oct-Dec	153	3	69	10	---	24½

Kaitag-Solomon	18	Portage	Feb	21	---	---	---	---	---
.....	.....	Bonanza	Nov-Dec	34	---	---	19	---	6
.....	.....	Unalakleet	Jan-Dec	122	---	---	27	---	7
.....	.....	Solomon	Jan-Dec	85	---	---	71	---	6
Kaitag-Solomon	18	Isaac's Point	Jan-Dec	498	---	---	76	---	7
Bonanza-Kotzebue	18A	Bluff	Jan-Dec	326	---	---	396	---	5
.....	.....	Haycock	Jan-Dec	514	---	---	162	---	76
.....	.....	Deering	Jan-Dec	92	---	---	250	---	8½
Cripple River	25A	Nome	Jan-Dec	1201	---	---	78	---	28
Penny River	25B	Nome	Jul-Sept	15	---	6	903	---	28½
Nome-Wireless	25C	Nome	Jul-Sept	45	---	20	---	---	64
Mouth of Center Creek	25D	Nome	Jul-Sept	2760	20	50	---	---	10
Submarine Paystreak	25E	Nome	Jul-Sept	1288	184	---	---	---	30
Anvil Glacier	25F	Nome	Jul-Sept	2070	460	---	---	---	50
Snake River Extension	25G	Nome	Jul-Sept	598	276	---	---	---	5
Candle-Candle Creek	26	Candle	Jan-Dec	552	184	---	---	---	92
Nome-Taylor	28A	Dexter R. H.	Jan-Dec	1489	30	---	---	---	184
Koyzebue-Shungnak	41A	P.O. Hot Springs	Nome-Jan-Dec	256	69	---	208	---	92
Nome-Teller	67	Noorvik	Jan-Dec	213	27	---	120	---	384
Teller-Lost River	67A	Sinrock	Jan-Dec	1198	---	---	105	---	34½
Kotlik-Marshall	73A	Teller	Jan-Dec	205	---	---	921	---	4
.....	.....	Wales	Jan-Dec	324	---	---	111	---	23
.....	.....	Old Hamilton	Jan-Dec	72	---	---	265	1	16
.....	.....	Fortuna Ledge	Jan-Apr	360	---	---	71	---	59
.....	.....	.....	Nov-Dec	114	---	---	235	---	7½
.....	.....	.....	Jan-Dec	1282	---	---	95	---	17½
.....	.....	.....	.....	---	---	---	730	---	11
.....	.....	.....	.....	---	---	---	---	---	72½

*-Tractors.

NOME DISTRICT.

R. J. Sommers, Supt., July 1st to Oct. 31st, 1923

Chas. D. Jones, Asst. Supt., July 1st to Oct 31st, 1923 and Supt.,
Nov. 1st, 1923 to June 30, 1924.

This district embraces that portion of the Territory lying west of the 158th meridian and north of the Yukon River.

This very old district had retrograded, as had all others, during the war period. Additions were made to the road building equipment and while no important new projects have been started, all existing roads have been made passable for traffic. Reconnaissances were made winter and summer, looking to a connection between Nome and Kotzebue Sound, and for the necessary information upon all trails. All winter trails have been reopened, shelter reestablished and programs for progressive improvement prepared. These trails extend as far as Point Barrow, on the extreme northern coast of Alaska.

The Territory of Alaska purchased the narrow gauge railroad from Nome to Shelton and established it as a public highway and tram, thus preventing the scrapping of the same and its consequent public loss. Bridges have been rebuilt on this tram and the track connected where gaps occur. With the very lively revival of placer mining at Nome, the road system, while also contributing to such revival, is in condition to carry the increased traffic already moving.

The peculiarly unfavorable soil conditions prevailing and the absence of timber suitable for corduroy add both to the cost of original construction and to the cost of maintenance of roads and trails in this district.

The first boat from Seattle reaches Nome late in June and the last boat leaves early in November. All supplies for the entire year must be delivered upon the Seward Peninsula between these dates. During the winter, mail is received by dog team from Dunbar, on the Government Railroad, 659 miles from Nome.

Nome is of especial importance as its location on the exposed shore of Bering Sea makes it the first port of call open to navigation in the spring and the last to close in the fall of all ports on the Seward Peninsula. While the bulk of the freight to Seward Peninsula points is delivered in midsummer through the nearest port, for the great majority of personnel wintering outside, Nome will always remain the point of debarkation in the spring and em-

barkation in the fall, at the beginning and end of the season respectively. From Nome or intermediate points a trail from Fort Gibbon and Dunbar, mail trails to other important points in Western Alaska, as far north as Cape Wankarem, South to Cape Newenham.

The creeks in the immediate vicinity of Nome are supplied by a system of about 60 miles of roads. There are also local systems in the vicinity of Landing, Deering, Candle, Council and Dillingham. A principal through summer road extends from Nome to the distance of 82 miles.

Two types of winter mail trails are maintained. First, the permanent trails which follow a definite route, permanently tripoded or otherwise marked and second, the temporarily flagged trails, which are dependent upon winter snow drifts, storm conditions, and which are restaked in winter, after conditions become somewhat favorable. In open tundra where there are no distinguishing landmarks during snow storms, the traveler is absolutely dependent upon working his way from stake to stake. Trails have been found frozen to death within a few years.

All work was handled upon a cooperative basis, Territorial funds being added to funds of the localities and improve the entire system of roads and trails.

No chairman and secretary of the Territory for the Second Division was appointed. The names of the men are W. J. Rowe and J. J. Keenan.

Much work is in isolated sections from Nome to the north as much as two years in showing up. The work in advance of the work to be done and a completion have been entirely impossible. The superintendent of the Board has been forced to depend upon mail carriers, other officials, and local merchants, for the letting and supervision of the work. As a result of its incompletion has picked up some additional mileage upon the trails have been made in the past, either by the old routes and has definitely adopted several new sub-

Of the 62 sub-projects formerly shown in the report have been consolidated with other projects. Eleven have fallen into disuse and have been abandoned. The localities served by these routes are worked and the likelihood that any future need will require them. These are:

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 trail from Fort Gibbon and Dunbar, mail trails radiate to all inhab-
 ited points in Western Alaska, as far north as Point Barrow and
 South to Cape Newenham.

The creeks in the immediate vicinity of Nome are now well
 supplied by a system of about 60 miles of wagon and auto-truck
 roads. There are also local systems in the vicinity of Davidson's
 Landing, Deering, Candle, Council and Dime Landing. The prin-
 cipal through summer road extends from Nome to Council, a dis-
 tance of 82 miles.

Two types of winter mail trails are maintained in this district:
 first, the permanent trails which follow a definite location and are
 permanently tripoded or otherwise marked across the open tundra;
 and second, the temporarily flagged trails, which cut across lakes
 and arms of the sea, or represent short-cuts and alternative routes
 dependent upon winter snow drifts, storms or other seasonal cli-
 matic conditions, and which are restaked in whole or in part each
 winter, after conditions become somewhat stabilized. Upon the
 open tundra where there are no distinguishing land marks, and
 during snow storms, the traveler is absolutely dependent upon
 working his way from stake to stake. Travelers have occasionally
 been found frozen to death within a few yards of shelter.

All work was handled upon a cooperative basis, all available
 Territorial funds being added to funds of the Board to maintain
 and improve the entire system of roads and trails.

No chairman and secretary of the Territorial Road Commission
 for the Second Division was appointed. The two elected members
 are W. J. Rowe and J. J. Keenan.

Much work is in isolated sections from which bills have been
 as much as two years in showing up. The definite determination
 in advance of the work to be done and a prompt inspection after
 completion have been entirely impossible at any reasonable cost.
 The superintendent of the Board has been forced therefore, in many
 cases to depend upon mail carriers, other Federal or Territorial
 officials, and local merchants, for the letting of contracts and the
 supervision of the work. As a result of its investigations, the Board
 has picked up some additional mileage upon which some expendi-
 tures have been made in the past, either by the Territory or itself,
 and has definitely adopted several new sub-projects.

Of the 62 sub-projects formerly shown in this district, 10 have
 been consolidated with other projects. Eleven of those remaining
 have fallen into disuse and have been abandoned as the mining
 localities served by these routes are worked out, and there is little
 likelihood that any future need will require their rehabilitation.
 These are:

Route	Wagon Road	Sled Road	Trail	Total Miles
Week	12			12
.....	4			4
horn			11	11
.....	5			5
.....	1 1/4			1 1/4
on	1/2			1/2
.....	2			2
.....	1 1/2			1 1/2
ension	5			5
ek	2			2
.....	1 1/2			1 1/2
.....	34 3/4		11	45 3/4

Routes maintained by this Board, expenditures are made. The remaining routes are investigated and expenditures made when necessary.

SUMMARY OF ROADS

Route	Wagon Road	Sled Road	Trail	Total Miles
oad	57		25	82
.....	20			20
.....	5			5
.....	3 1/2			3 1/2
.....	3 1/2			3 1/2
ek	2			2
.....	8			8
.....	7 1/2			7 1/2
.....			248 1/2	248 1/2
.....			240	240
.....			35	35
Michael			60	60
.....	12			12
.....	1 1/2			1 1/2
.....	1/2			1/2
Creek	2			2
reak	3			3
.....	3			3
ension	3			3
Creek	6			6
pproach	1/4			1/4
.....			45	45
.....			25	25
.....			140	140
.....			135	135
Winter Trail			154	154
ek	1		11	12
ak			200	200
arrow			500	500
ak Trail			70	70
ing-Taylor	24	16	40	80
uroy	9		9	9
.....			80	80
ce of Wales			142	142
.....			18	18
.....			40	40
.....			712	712
.....	4 1/4			4 1/4
.....		11	190	190
.....			11	11
.....	87			87
.....	288	27	3045 1/2	3360 1/2

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	TOTAL
8	\$10,484.87	\$ 9,860.00(b)	\$ 2,344.87	\$18,000.00	\$20,344.87
8H					
8J					
13A	1,337.06	2,000.00		3,337.06	3,337.06
13B	926.30	1,660.00		2,526.30	2,526.30
13C	366.01	200.00		566.01	566.01
13F	1,680.62	3,994.23	3,000.00	2,674.85	5,674.85
13K	237.07	100.00		337.07	337.07
18	1,349.70	1,500.00	364.70	2,485.00	2,849.70
18A	132.00	100.00		232.00	232.00
18B	34.00	30.00		64.00	64.00
21	150.00	250.00		400.00	400.00
25A	104.00	150.00		254.00	254.00
25B	38.00	60.00		98.00	98.00
25C					
25D	25.00	50.00		75.00	75.00
25E	341.00	600.00		941.00	941.00
25F	651.30	1,000.00		1,651.30	1,651.30
25G	840.50	1,200.00		2,040.50	2,040.50
26	1,368.66	1,500.00		2,868.66	2,868.66
26A					
26B					
27	1,516.40	2,500.00		4,016.40	4,016.40
28					
28A	100.00	150.00		250.00	250.00
37					
41					
41A	365.00	600.00		965.00	965.00
41B					
42	74.00	100.00		174.00	174.00
49	1,721.25	2,500.00		4,221.25	4,221.25
62	50.00	100.00		150.00	150.00
67	586.92	900.00		1,486.92	1,486.92
67A					
67B	263.50	300.00	383.50	180.00	563.50
67C	396.00	600.00		200.00	996.00
68	1,069.37	1,500.00		2,569.37	2,569.37
73					
73A	115.00	150.00		265.00	265.00
73B					
89A	52,653.85		5,000.00	27,653.85	32,653.85
90B		2,249.32	1,749.32	500.00	2,249.32
Totals	\$58,977.47	\$35,843.55(b)	\$13,638.39	\$81,182.63	\$94,821.02

(b)—Includes refund of \$635.78.

ROUTE 8—NOME COUNCIL.....(57 MILES WAGON ROAD, 25 MILES TRAIL)

From Nome this road follows the coast to Bonanza, Mile 32. then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork, for a distance of about ten miles to the divide and crosses over the Skookum Divide, passing the head of Skookum Creek into the head waters of Fox River, a distance of six miles. Thence down Fox River, a distance of twelve miles, it follows the creek bed to the end of the Council corduroy which it follows to Council, a distance of five miles.

There are three ferries crossed en route and one trolley. These ferries and the trolley, originally carried as Routes 8A, 8B, 8C, and 8G, are now included under this route. They were all maintained and operated during the past season.

The road was maintained during the past season. Considerable repair work was accomplished. The work was distributed as follows:

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WORK:

Regraded through the tailing piles of the Eskimo Solomon River. Considerable damage, which occurred three miles out of Nome during a storm, was repaired and culverts were repaired over the section

COUNCIL:

Gravel road near Council were covered with gravel. and 10 new culverts were constructed and repairs made and 5 culverts. Seven hundred and fifty lineal feet of gravel road was laid and covered. General repairs were made on across Skookum divide and at the head of

Condition is now in fair condition.

Over Bridge, formerly shown under Route 77B, is now a gravel road.

Road Commission	\$10,484.87
City of Alaska	9,860.00
.....	\$20,344.87

DE FAGA ROAD.....(20 MILES WAGON ROAD)

This road follows the Solomon River Bed for the mouth of Montana Creek, then crosses the Ruby Creek, a distance of three and four-tenths miles. The road follows down to the various camps and sa. Some poll tax money has been spent on this work done by the Territory. There is a total of 20 miles of wagon trail to the various creeks served by this road.

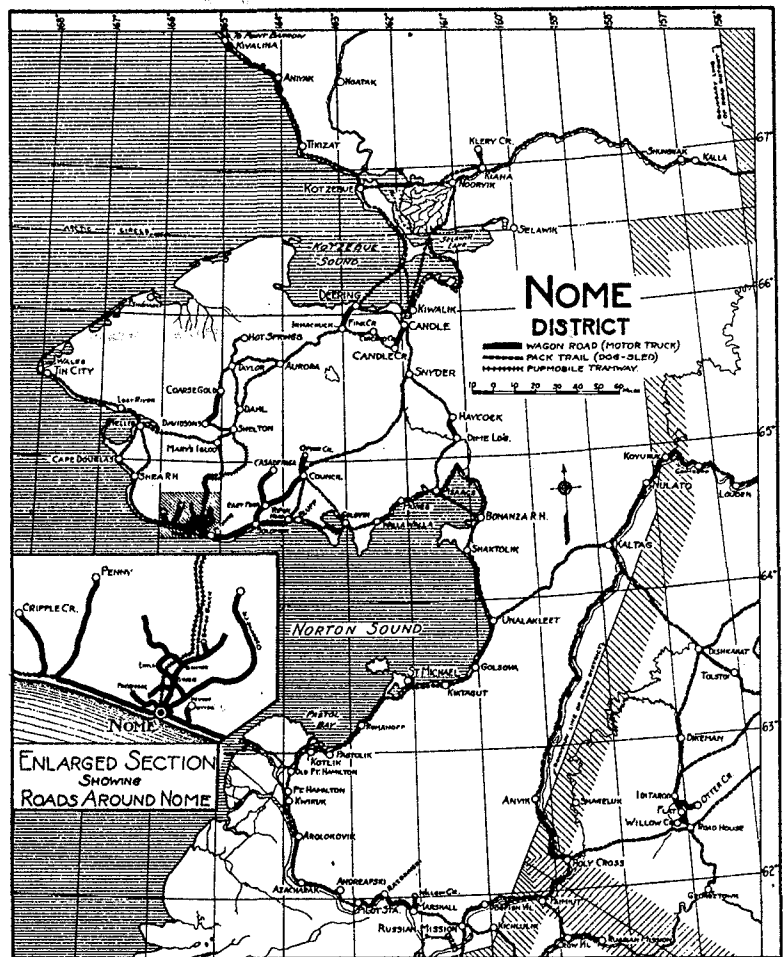
Work was made of this route during the past season. If money available it was impossible to accomplish improvement. With adequate money available the road should be improved. At present two outfits are working in this vicinity and, with improved transportation, the number will surely increase.

None.

SHOVEL CREEK.....(5 MILES WAGON ROAD)

At the thirty-eight mile post on Route 8 at Shovel Creek, a gravel road was laid up Shovel Creek to the works on Kasson and on the other side along Shovel and its tributaries.

None.



E. R. P. 5437-2

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During the past season the permanent staking was repaired over the entire route. A new trail was cut between Coal Mine Creek and Devil's Gulch, through the timber, placing the trail between these points back from the beach.

Expenditure:

Alaska Road Commission\$150.00
Territory of Alaska 250.00

Total\$400.00

ROUTE 25A—CRIPPLE RIVER.....(12 MILES WAGON ROAD)

This road commences at the beach at the mouth of Cripple River and follows the river for twelve miles to the workings near Willow Creek and on to Arctic and Sidney Creeks. It is mainly on the left bank of the river.

Minor repairs were made to this route during the past season.

Expenditure:

Alaska Road Commission\$104.00
Territory of Alaska 150.00

Total\$254.00

ROUTE 25B—PENNY RIVER.....(1½ MILES WAGON ROAD)

This road commences at the beach at the mouth of Penny River and extends one and one-half miles up the river to allow travel to get around some deep sloughs.

All the freight into Hungry, Oregon, and Nugget Creeks is hauled over this route. From the end of one and one-half miles of work it follows the creek bottom onto the Divide and then around to these creeks.

Minor repairs were performed last season.

Expenditure:

Alaska Road Commission\$38.00
Territory of Alaska 60.00

Total\$98.00

ROUTE 25C—NOME WIRELESS.....(½ MILE WAGON ROAD)

This road serves the wireless plant at Nome. It commences at Steadman Avenue near the beginning of Route 13A and extends east to the wireless station.

Expenditure: None.

ROUTE 25D—MOUTH OF CENTER CREEK.....(2 MILES WAGON ROAD)

This road commences at the west city limits and follows the left bank of the Snake River to a short distance beyond the mouth of Center Creek.

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Slight repairs were made to this road. One hundred feet of road was surfaced.

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

ROUTE 25E—SUBMARINE PAYSTREAK.....(ROAD)

This road commences near the one-half mile bridge, crosses the Snake River Bridge and follows the Snake River to the workings on Submarine Creek.

During the past years the center pier on the bridge, composed of two 100-foot spans, had raised by the action of frost on the piles. This pier was replaced last season and the bridge leveled to its original grade. Loads of gravel were placed at the ends of the bridge.

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

ROUTE 25F—ANVIL-GLACIER.....(3 MILES WAGON ROAD)

This road commences at Anvil Creek at the mouth of the Divide to Glacier Creek.

All of the mining operations in the vicinity of Anvil and the upper Snake River basin are served by this road.

During the past season the summit between the creeks was regraded. 1,500 lineal feet of rock was necessary repairs made to culverts. With the additional surfacing required this road is in fair condition.

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

ROUTE 25G—SNAKE RIVER EXTENSION.....(ROAD)

This road commences at Glacier Creek at the mouth of 25F, extends to and across Snake River and follows the flat to Boulder Creek.

During the past season several short sections were graded, 4,220 lineal feet surfaced, and eight miles constructed. This route is in fair condition.

Expenditure:

Alaska Road Commission	\$ 50.00
Territory of Alaska	100.00
Total	\$150.00

ROUTE 67—NOME-TELLER.....(80 MILES TRAIL)

This is the winter mail trail to Teller and Cape Prince of Wales. It is permanently staked from Nome to Teller. It follows the coast from Nome to Cape Douglas, where it cuts across to Cape Riley, and then into Teller.

General repairs were made to this trail during the past season. The permanent staking was renewed where necessary. Two ferries are located on this route for the convenience of summer travelers, one at Sinrock and one at Cripple River. Both these ferries were maintained and operated during the past season.

Expenditure:

Alaska Road Commission	\$ 586.92
Territory of Alaska	900.00
Total	\$1,486.92

ROUTE 67A—TELLER-CAPE PRINCE OF WALES....(142 MILES TRAIL)

This is the extension of Route 67 to Cape Prince of Wales. It crosses the Bay from Teller to the Reindeer Station and thence on the beach to Lost River. From Lost River it follows the beach to the mission settlement at Cape Prince of Wales. This trail was permanently staked in the fall of 1922 and is in good condition.

Expenditure: None.

ROUTE 67B—TELLER-BLUESTONE.....(18 MILES TRAIL)

From Teller there is a trail leading across the tundra to Gold Run and the Bluestone country, a distance of eighteen miles.

This trail has had some road tax expended on it and the Alaska Road Commission has furnished some timber for constructing several small bridges. It is still used for hauling to Gold Run and the Bluestone.

During the past season the entire route was permanently staked.

Expenditure:

Alaska Road Commission.....	\$263.50
Territory of Alaska	300.00
Total	\$563.50

ROUTE 67C—TELLER-MARY'S IGLOO.....(40 MILES TRAIL)

Though not a mail trail, this is a well traveled winter route from Teller to Mary's Igloo via Grantly Harbor, Imuruk Bay and the Kuzitrin River

This trail was permanently staked during the past season from the head of Grantly Harbor to Salt Lake, Alaska.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 68—FLAGGING TRAILS.....

Under this heading all expenditures for making flags, and the cost of straightening trails, are included. The expenditure includes the cost of replacing the missing ones on the permanent trails around Nome; throughout the Seward Peninsula with the Yukon Valley. Many of the trails are staked by the miners themselves and their workings occur. In these cases this material for staking and the miners do the work.

Kotzebue to Riley Channel Shelter Ca	
Kotzebue to Seesalik-Pt. Barrow Tra	
Lockhart's Pt. to Mouth Noatak	
Keewalik to Choris Peninsula	
Keewalik to Callahan's Shelter Cabin	
Callahan's to Mouth Nazuruk Channel	
Keewalik to Candle	
Teller to Douglas	
Teller to Mission	
Teller to Head of Harbor	
Teller to Igloo Creek	
St. Michael Bay	
Pt. Romanof to Pastolk	
Across Norton Bay—Route 18	
Moses to Walla Walla	
McKinley Cr. to Portage Cr.	
Nine Mile Cr. to Bluff	
Around Topkok Head	
Around Cape Nome	
Across Norton Bay—Route 18A	
Golovin Bay-White Mt.	
Nome Locals	
Agiapuk-Mary's Igloo	

Total

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

ROUTE 73—MARSHALL ROAD.....(4 1/4 MILES)

This road was constructed by the Territory of Alaska. It is about one hundredths miles are corduroy and two a miles graded road. It connects the land Marshall with the workings on Willow Creek

Expenditure: None.

ROUTE 73A—KOTLIK-MARSHALL.....

This trail follows the general trend of the

EXPENDITURES IN DETAIL.

FEDERAL APPROPRIATIONS AND "ALASKA FUND" AND FUNDS CONTRIBUTED BY THE TERRITORY OF ALASKA AND OTHERS.

Acct. No.	Name of Route	Construction	Maintenance	Totals
3A	Haines-Wells		\$ 7,642.49	\$ 7,642.49
3B	Pleasant Camp Extension, 1st Sec.	18,076.00	1,900.00	19,976.00
	Pleasant Camp Extension, 2nd Sec.	15,500.20	1,600.00	17,100.20
3C	Porcupine Extension	700.00	305.69	1,005.69
3D	Haines-Mud Bay		2,104.41	2,104.41
4BA	Valdez-Ptarmigan Drop, 1st Sec.	8,826.00	10,500.00	19,326.00
	Valdez-Ptarmigan Drop, 2nd Sec.	4,200.20	6,000.00	10,200.20
4BB	Ptarmigan Drop-Ernestine		6,340.35	6,340.35
4C	Ernestine-Willow Creek		11,912.79	11,912.79
4D	Willow Creek-Gulkana, 1st Sec.	1,280.00	12,800.00	14,080.00
	Willow Creek-Gulkana, 2nd Sec.	700.52	12,400.00	13,100.52
4E	Gulkana-Sourdough, 1st Sec.	6,400.89	5,750.00	12,150.89
	Gulkana-Sourdough, 2nd Sec.	5,140.00	5,000.00	10,140.00
4F	Sourdough-Mile 168, 1st Sec.	9,742.41	4,600.00	14,342.41
	Sourdough-Mile 168, 2nd Sec.	9,840.00	4,400.00	14,240.00
4G	Mile 168 Post-Delta River	6,730.62	11,400.00	18,130.62
4HI	Delta River-Rapids, 1st Sec.	13,217.63	6,250.00	19,467.63
	Delta River-Rapids, 2nd Sec.	13,200.00	6,300.00	19,500.00
4H2	Rapids-Grundler		16,224.11	16,224.11
4I	Grundler-Richardson, 1st Sec.	10,134.19	5,250.00	15,384.19
	Grundler-Richardson, 2nd Sec.	10,300.00	5,000.00	15,300.00
4J	Richardson-Salchaket	3,786.74	9,000.00	12,786.74
4K	Salchaket-Fairbanks, 1st Sec.	9,230.00	7,000.00	16,230.00
	Salchaket-Fairbanks, 2nd Sec.	9,650.73	6,500.00	16,150.73
	Salchaket-Fairbanks, 3rd Sec.	9,550.00	6,500.00	16,050.00
5A	Dunbar-Ft. Gibbon	500.00	1,047.00	1,547.00
6A	Willow Creek-Tonsina	2,898.05	12,000.00	14,898.05
6B	Tonsina-Chitina	7,821.91	12,000.00	19,821.91
7A	Summit-Chatanika	5,127.79	3,300.00	8,427.79
7C	Summit-Fairbanks Creek		187.00	187.00
7D	Ester Creek		100.00	100.00
7G	Fairbanks-Gilmore	1,885.58	3,900.00	5,785.58
7I	Gilmore-Summit	526.20	1,800.00	2,326.20
7J	Fairbanks-Chena Hot Springs		3,014.22	3,014.22
7V	Wireless Road		342.00	342.00
8	Nome-Council, 1st Sec.	1,200.00	9,000.00	10,200.00
	Nome-Council, 2nd Sec.	1,144.87	9,000.00	10,144.87
9	Rampart-Eureka		1,280.00	1,280.00
11A	Eagle-O'Brien Creek		4,670.05	4,670.05
11B	O'Brien Creek-Fortymile		122.64	122.64
11C	Steel Creek-Jack Wade		60.00	60.00
11E	Eagle-Seventymile		1,406.53	1,406.53
11G	Steel Creek-Moose Creek		35.00	35.00
11H	Liberty Cabin-Dome		381.84	381.84
13A	Nome-Bessie		3,337.06	3,337.06
13B	Bessie-Banner		2,526.30	2,526.30
13C	Bessie-Little Creek		566.01	566.01
13F	Nome-Osborne	3,000.00	2,674.85	5,674.85
13K	Bessie-Buster		337.07	337.07
14A	Sitka-National Monument	500.00	1,094.85	1,594.85
14B	Sitka-National Cemetery		230.25	230.25
15	Circle-Miller House		3,482.90	3,482.90
16	Chatanika-Miller House, 1st Sec.	15,700.00	2,500.00	18,200.00
	Chatanika-Miller House, 2nd Sec.	15,741.00	2,500.00	18,241.00
	Chatanika-Miller House, 3rd Sec.	14,720.62	2,500.00	17,220.62
	Chatanika-Miller House, 4th Sec.	14,848.19		14,848.19
17	Ft. Gibbon-Kaltag	1,759.74	2,570.00	4,329.74
18	Kaltag-Solomon	364.70	2,485.00	2,849.70
18A	Bonanza-Kotzebue		232.00	232.00
18B	Golovin-Council		64.00	64.00
20B	Susitna-Rainy Pass		800.00	800.00
20C	Rainy Pass-Big River	2,500.00	1,300.00	3,800.00
20DB	Ophir-Dishket		260.00	260.00
21	Unalakleet-St. Michael		400.00	400.00
22	Hot Springs-Sullivan Cr.		5,760.90	5,760.90
23A	Olnes-Beaver	2,549.64	1,200.00	3,749.64

EXPENDITURES IN DETAIL.

Acct. No.	Name of Route	Construction
23B	Beaver-Caro	3,607.64
23C	Caro-Big Creek	
23D	Caro-Flat Creek	803.26
23E	Caro-Coldfoot	6,119.15
25A	Cripple River	
25B	Penny River	
25D	Mouth of Center Creek	
25E	Submarine Paystreak	
25F	Anvil Glacier	
25G	Snake River Extension	
26	Candle-Candle Creek	
27	Deering-Inmachuk	
28A	Nome-Taylor	
29B	Alatna-Shungnak	2,397.25
30	Hot Springs Landing-Eureka	
31	Caribou Creek	
32A	Takotna-Flat (Summer)	
32AC	Candle Creek-Takotna	
32B	Iditarod-Flat	5,000.00
32C	Ophir-Iditarod (Winter)	
33C	Flat City-Flat Creek	
35A	Archangel Extension	6,037.35
35C	Palmer-Matanuska River	
35D	Willow Creek Extension	6,546.19
35E	Wasilla-Fishhook	
35F	Wasilla-Knik	3,495.99
35H	Wasilla-Finger Lake	
35J	Wasilla-Matanuska	1,500.00
35K	Matanuska-Trunk Road	
35O	Fishhook-Goldmint	
36	Valdez-Mineral Creek	
38A	Ruby-Long Creek	
38B	Poorman-Cripple	
38C	Ophir-Cripple	
38D	Ophir-Takotna, 1st Sec.	8,000.00
	Ophir-Takotna, 2nd Sec.	8,577.40
38E	Long-Poorman (Summer)	4,093.98
38EE	Long-Poorman (Winter)	
38G	Takotna Landing	7,374.68
40	Douglas-Gastineau Channel	25.00
40A	Hawk Inlet Trail	
41A	Kotzebue-Shungnak	
42	St. Michael-Kotlik	
46	Kobi-Eureka	
46A	Roosevelt-Kantishna	11,843.47
46C	Nenana-Knight's Roadhouse	
46D	McKinley Park Trail	3,301.49
46E	Diamond-Telida	
46G	Kobi-Bonifield	538.73
47	Coldfoot-Wiseman	1,942.61
49	Davidson's Landing-Taylor	
51	Talkeetna-Cache Creek, 1st Sec.	11,413.12
	Talkeetna-Cache Creek, 2nd Sec.	11,300.00
53	Eagle-Circle	
55	Kenai-Russian River	4,698.71
57	McCarthy-Nizina	16,355.24
57A	Nizina River Bridge	14,197.58
59	Fairbanks Bridge	
61	Strelina-Kuskulana	
61A	Kotsina-Reconnaissance	475.93
62	Dime Creek-Corduroy	
63	Dunbar-Brooks	
63B	Brooks-Amy Creek	
65A	Gulkana-Chistochina, 1st Sec.	11,000.00
	Gulkana-Chistochina, 2nd Sec.	11,752.41
65D	Ketchumstuk-Tanana Crossing	
65E	Chicken-Ketchumstuk	
65F	Grundler-Tanana Crossing	1,000.00
67	Nome-Teller	
67B	Teller-Bluestone	
67C	Teller-Marv's Igloo	383.50
68	Flagging Trails	796.00
73A	Kotlik-Marshall	

EXPENDITURES IN DETAIL.

EXPIRATIONS AND "ALASKA FUND" AND FUNDS OF THE TERRITORY OF ALASKA AND OTHERS.

Route	Construction	Maintenance	Totals
Extension, 1st		\$ 7,642.49	\$ 7,642.49
Extension, 2nd.	18,076.00	1,900.00	19,976.00
Extension	15,500.20	1,600.00	17,100.20
Drop, 1st Sec.	8,826.00	10,500.00	19,326.00
Drop, 2nd.	4,200.20	6,000.00	10,200.20
Ernestine		6,340.35	6,340.35
Creek		11,912.79	11,912.79
Gulkana, 1st Sec.	1,280.00	12,800.00	14,080.00
Gulkana, 2nd. Sec.	700.52	12,400.00	13,100.52
ough, 1st Sec.	6,400.89	5,750.00	12,150.89
ough, 2nd. Sec.	5,140.00	5,000.00	10,140.00
168, 1st Sec.	9,742.41	4,600.00	14,342.41
168, 2nd. Sec.	9,840.00	4,400.00	14,240.00
Delta River	6,730.62	11,400.00	18,130.62
apids, 1st Sec.	13,217.63	6,250.00	19,467.63
apids, 2nd. Sec.	13,200.00	6,300.00	19,500.00
er		16,224.11	16,224.11
ardson, 1st Sec.	10,134.19	5,250.00	15,384.19
ardson, 2nd. Sec.	10,300.00	5,000.00	15,300.00
chaket	3,786.74	9,000.00	12,786.74
banks, 1st Sec.	9,230.00	7,000.00	16,230.00
banks, 2nd. Sec.	9,650.73	6,500.00	16,150.73
banks, 3rd. Sec.	9,550.00	6,500.00	16,050.00
ibbon	500.00	1,047.00	1,547.00
Tonsina	2,898.05	12,000.00	14,898.05
na	7,821.91	12,000.00	19,821.91
nika	5,127.79	3,300.00	8,427.79
anks Creek		187.00	187.00
ore	1,885.58	3,900.00	5,785.58
it	526.20	1,800.00	2,326.20
na Hot Springs		3,014.22	3,014.22
l		342.00	342.00
1st. Sec.	1,200.00	9,000.00	10,200.00
2nd. Sec.	1,144.87	9,000.00	10,144.87
ka		1,280.00	1,280.00
Creek		4,670.05	4,670.05
Fortymile		122.64	122.64
ck Wade		60.00	60.00
mile		1,406.53	1,406.53
oose Creek		35.00	35.00
Dome		381.84	381.84
		3,337.06	3,337.06
		2,526.30	2,526.30
Creek		566.01	566.01
	3,000.00	2,674.85	5,674.85
Monument	500.00	337.07	837.07
Cemetery		1,094.85	1,094.85
House		230.25	230.25
er House, 1st. Sec.	15,700.00	3,482.90	19,182.90
er House, 2nd. Sec.	15,741.00	2,500.00	18,241.00
er House, 3rd. Sec.	14,720.62	2,500.00	17,220.62
er House, 4th. Sec.	14,848.19		14,848.19
altag	1,759.74	2,570.00	4,329.74
h	364.70	2,485.00	2,849.70
ue		232.00	232.00
l		64.00	64.00
Pass		800.00	800.00
River	2,500.00	1,300.00	3,800.00
t		260.00	260.00
Michael		400.00	400.00
ullivan Cr.		5,760.90	5,760.90
	2,549.64	1,200.00	3,749.64

EXPENDITURES IN DETAIL—(Continued.)

Acct. No.	Name of Route	Construction	Maintenance	Totals
23B	Beaver-Caro	3,607.64	1,875.00	5,482.64
23C	Caro-Big Creek		277.64	277.64
23D	Caro-Flat Creek	803.26	1,125.00	1,928.26
23E	Caro-Coldfoot	6,119.15	850.00	6,969.15
25A	Cripple River		254.00	254.00
25B	Penny River		98.00	98.00
25D	Mouth of Center Creek		75.00	75.00
25E	Submarine Paystreak		941.00	941.00
25F	Anvil Glacier		1,651.30	1,651.30
25G	Snake River Extension		2,040.50	2,040.50
26	Candle-Candle Creek		2,868.66	2,868.66
27	Deering-Inmachuk		4,016.49	4,016.49
28A	Nome-Taylor		250.00	250.00
29B	Alatna-Shungnak	2,397.25		2,397.25
30	Hot Springs Landing-Eureka		1,096.00	1,096.00
31	Caribou Creek		1,278.64	1,278.64
32A	Takotna-Flat (Summer)		1,650.04	1,650.04
32AC	Candle Creek-Takotna		1,033.20	1,033.20
32B	Iditarod-Flat	5,000.00	8,606.97	13,606.97
32C	Ophir-Iditarod (Winter)		864.50	864.50
33C	Flat City-Flat Creek		100.00	100.00
35A	Archangel Extension	6,037.35	2,000.00	8,037.35
35C	Palmer-Matanuska River		141.51	141.51
35D	Willow Creek Extension	6,546.19	3,500.00	10,046.19
35E	Wasilla-Fishhook		6,834.43	6,834.43
35F	Wasilla-Knik	3,495.99	4,500.00	7,995.99
35H	Wasilla-Finger Lake		2,345.60	2,345.60
35J	Wasilla-Matanuska	1,500.00	2,104.54	3,604.54
35K	Matanuska-Trunk Road		1,013.35	1,013.35
35O	Fishhook-Goldmint		210.00	210.00
36	Valdez-Mineral Creek		2,924.56	2,924.56
38A	Ruby-Long Creek		5,594.02	5,594.02
38B	Poorman-Cripple		203.00	203.00
38C	Ophir-Cripple		140.00	140.00
38D	Ophir-Takotna, 1st. Sec.	8,000.00	3,000.00	11,000.00
	Ophir-Takotna, 2nd. Sec.	8,577.40	2,400.00	10,977.40
38E	Long-Poorman (Summer)	4,093.98	750.00	4,843.98
38EE	Long-Poorman (Winter)		60.00	60.00
38G	Takotna Landing	7,374.68	900.00	8,274.68
40	Douglas-Gastineau Channel		179.80	179.80
40A	Hawk Inlet Trail	25.00		25.00
41A	Kotzebue-Shungnak		965.00	965.00
42	St. Michael-Kotlik		174.00	174.00
46	Kobi-Eureka		349.99	349.99
46A	Roosevelt-Kantishna	11,843.47	4,500.00	16,343.47
46C	Nenana-Knight's Roadhouse		151.60	151.60
46D	McKinlev Park Trail	3,301.49	960.00	4,261.49
46E	Diamond-Telida		398.52	398.52
46G	Kobi-Bonfield	538.73		538.73
47	Coldfoot-Wiseman	1,942.61	600.00	2,542.61
49	Davidson's Landing-Taylor		4,221.25	4,221.25
51	Talkeetna-Cache Creek, 1st. Sec.	11,413.12	5,000.00	16,413.12
	Talkeetna-Cache Creek, 2nd. Sec.	11,300.00	5,000.00	16,300.00
53	Eagle-Circle		412.51	412.51
55	Kenai-Russian River	4,698.71	560.00	5,258.71
57	McCarthy-Nizina	16,355.24	2,700.00	19,055.24
57A	Nizina River Bridge	14,197.58	2,500.00	16,697.58
59	Pitrbanks Bridge		5,227.59	5,227.59
61	Strolna-Kuskulana		1,056.85	1,056.85
61A	Kotsina-Reconnaissance	475.93		475.93
62	Dime Creek-Corduoy		150.00	150.00
63	Dunbar-Brooks		1,450.12	1,450.12
63B	Brooks-Amy Creek		610.00	610.00
65A	Gulkana-Chistochina, 1st. Sec.	11,000.00	1,200.00	12,200.00
	Gulkana-Chistochina, 2nd. Sec.	11,762.41	1,300.00	13,062.41
65D	Ketchumstuk-Tanana Crossing		189.00	189.00
65E	Chicken-Ketchumstuk		672.00	672.00
65F	Grundler-Tanana Crossing	1,000.00		1,000.00
67	Nome-Teller		1,486.92	1,486.92
67B	Teller-Bluestone	383.50	180.00	563.50
67C	Teller-Marv's Igloo	796.00	200.00	996.00
68	Flaxing Trails		2,569.37	2,569.37
73A	Kotlik-Marshall		265.00	265.00

